



Vol. 23 — No. 8

August, 1972



GOVERNOR CALLS MEETING

Governor Forrest H. Anderson called a meeting of Montana Mayors, Airport Managers, Chamber of Commerce representatives and state aviation officials to discuss what could be done to insure continuous commercial air transportation east and west in Montana. The meeting was held August 30, 1972 in the Governor's Conference Room at the Capital in Helena.

The Governor called the meeting because the strike of Northwest Airlines—its second in three years—has severely hampered east-west air travel in the state.

After opening remarks by the Governor, Richard O'Brien, Chairman of the Board of Aeronautics, served as moderator. At the close of the meet-

ing, the attendees passed a resolution backing all efforts by the Governor to insure adequate air transportation for the state of Montana.

Those attending the meeting included:

Lt. Governor Thomas L. Judge.

Mayors: Mike Micone, Butte; Willard J. Fraser, Billings; William E. Grabow, Bozeman; John J. McLaughlin, Great Falls; George Turman, Mis-

soula; Michael J. Hughes, Ms. Serman Smith, Del Siewert, Art Schneider, Helena; Hohn Beer, Great Falls; Chuck Searl, Robert H. Howe, Billings.

Airport Board and Commission members: William T. Riggert, Missoula; Don Cosart, Dale Fuehrer, Thomas H. Mahan, Helena.

Ed Nurse, Chairman, Helena Cham-



soula.

City Managers: Walter Anderson, Helena; Harold A. Frysilie, Bozeman.

Airport Managers: Robert Scarborough, Billings; Hugh R. Kelleher, Helena; Frank Wolcott, Bozeman; Arthur J. Korn, Butte.

Chamber of Commerce representatives: Shag Miller, Butte; Bruce B. Ellis, Bozeman; Jack Stevenson, David A. Skramstad, Earl E. Morgen-

ber Transportation Committee, Helena.

Division and Board of Aeronautics: William E. Hunt, Administrator; Richard O'Brien, Chairman, Conrad; Bernice M. Peacock, Secretary.

Dan K. Mizner, Executive Director, Montana League of Cities & Towns, Helena.

Roy K. Erickson, Northwest Airlines representative.

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

**Forrest H. Anderson, Governor
Martin T. Mangan, Act. Director
Official Monthly Publication
City/County Airport
of the**

**DIVISION OF AERONAUTICS
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Helena, Montana 59601

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**Worthie M. Rauscher,
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**BOARD OF AERONAUTICS
COMMISSIONER RESIGNS**

At their September meeting, the Board of Aeronautics reluctantly accepted the resignation of Michael D. Ferguson, Billings.

Ferguson, a fixed-base operator in Billings, said that he has been unable to accept state business under a ruling made by Montana Attorney General Robert Woodahl.

Ferguson has been on the Board of Aeronautics since June, 1971. He represented the Fixed Base Operators on the Board.

The busiest airport in Europe would rank only 44th among airports in the U. S. London's Heathrow airport handled 270,302 aircraft movements during 1970.

*Administrator's
Column*



In this issue we covered the meeting of the Mayors with Governor Forrest H. Anderson in an effort to bring about a resumption of east-west service by an air carrier. So far the effort has not reestablished service, and the seriousness of the situation still exists and we are working with the Governor to bring an end to the strike that has gone on for over two months. The Governor of North Dakota is also working hard because that state, like Montana, has no other air carrier transportation in the east-west direction except Northwest. By the time you read the next issue of this news letter, we hope that the efforts of Governor Anderson and Governor Guy have not only brought this disastrous strike to an end, but taken a necessary step forward to prevent future strikes that completely cut off all transportation with the effect of isolating people who live and work in Montana and North Dakota and who need and want to travel to and from their homes.

* * * * *

On September 1, Governor Anderson signed an executive order creating the Department of Intergovernmental Relations, sometimes known as IGR. There are five divisions in the Department and one of them is the Division of Aeronautics that was formerly known as the Montana Aeronautics Commission. The Commission itself has become the Board of Aeronautics with regulatory authority and an advisory capacity to the Department. The seven man Commission becomes the seven man Board with members to serve out

the terms for which they were appointed. All reappointments or new appointments will be made by the new governor on a staggered basis—four to be made at the start of his term and three in the middle of his term. All appointments will be for four years. The governor also appoints the chairman and appointed Richard O'Brien, Conrad, who had been the Chairman of the Montana Aeronautics Commission.

The staff of the former Commission will continue in its present capacity with the only immediate changes in title for the Director, who now becomes the Administrator, and the Deputy Director, who now becomes the Deputy Administrator.

Additional information about this reorganization will be published in the next issue of the newsletter.

* * * * *

Even though we have been busy with the strike and reorganization, there has been no letting up in our efforts to bring about a change in aircraft taxation and revenue distribution and by the time you have read this we will have had an opportunity to bring our case before the League of Cities and Towns at their annual convention in Lewistown, Montana. At the end of the month we will have an additional opportunity to present this information and proposed legislation to the Montana Airport Managers' Association at their convention in Billings.

* * * * *

We have written a letter and sent out information to the fixed-base operators of Montana and requested that they ask transit aircraft travelers for information. I know that this can be a problem and is time consuming, but the information will be invaluable in our present airport system and in our present airport system study and for future plans and funding. This must be the year of studies, because there will be others around to talk to the fixed base operators and airport managers and I hope everyone understands that these studies are required and will be patient with those who will be asking questions.



CRASH FIRE RESCUE COURSE SCHEDULED

By Gerald Burrows
Supervisor
Plant & Equipment

The Division of Aeronautics is sponsoring a statewide Crash Fire Rescue Training Course to be held in Helena during the week of October 16.

The course is being set up to meet the requirements of Federal Aviation Administration Regulation Part 139.49 "Airport Fire Fighting and Rescue Equipment and Service." "... that the fire fighting and rescue personnel are familiar with the operation of the fire fighting equipment and understand the basic principles of fire fighting rescue techniques. . ."

Most Montana airports will be dependent upon volunteers and other non-professional fire fighters to operate the fire fighting equipment on the airport. Training is open to anyone in this category plus the fire fighting personnel from surrounding communities who respond to any airport emergency.

The Denver Regional Office of the FAA has approved this course to meet the requirements of Part 139 and a certificate to this effect will be issued to those completing the course.

Classroom facilities, training aids,

burning grounds, extinguishing agents, two or more fire trucks, aluminized asbestos clothing will be provided. The Department of Public Instruction Fire Fighting Training Office will take part in the course and the FAA will be available for any questions.

The following is a partial list of those manufacturers and organizations who have agreed to participate in the course:

Superior Fire Apparatus, Helena, will give a demonstration of the new Dupont FE 1301 Freon extinguishing agent and will have a display of other fire fighting and safety apparatus.

The National Guard has agreed to make available their fire truck which has turret capabilities.

The Division of Aeronautics fire truck will be used for light water, Aer-O-Water and protein foam demonstrations and training.

The Malmstrom Air Force Base Fire Department, Great Falls, will send a representative to cover the hazards of fighting fires of military aircraft.

The 3M representative in Washington will have a representative, training aids and necessary "light water" available to perform training exercises.

The Ansul representative in California has agreed to supply Henry's

Safety Supply Company in Billings with necessary materials to take part in our program in classroom and field activities.

The National Foam Company in Pennsylvania will send a representative to the course to cover foaming agents and their application and provide a supply of Aer-O-Water-National's answer to 3M's "light water"—for training and demonstration purposes.

Fire Control Engineering Company, Fort Worth, Texas, manufacturer of Fire Boss airport fire and rescue vehicles will have a representative in Helena to demonstrate their equipment and allow the course participants to train with this equipment. Steffek Equipment Company, Helena, is trying to secure a fully complimented truck for the course.

The Division hopes to have the course schedule finished in the near future. If you are interested in attending, please contact us soon as possible. With your cooperation, we can have a course as good as the one presented by the American Association of Airport Executives in Dayton, Ohio and other states.

There will be no charge for the course, but food and lodging will be the responsibility of the participants.

AVIATION EDUCATION HIGHLIGHTS



By Duane Jackson

Aviation and Space Education Consultant

With the advent of another school year, the aviation education position with the Division of Aeronautics will be receiving fresh new input from a new full-time aviation education supervisor. Mr. Michael Schukert is expected to be on the job by the end of September. I'm sure you will find Mike ambitious and eager and good for aviation.

In the final report from my position of carry-over or caretaker consultant, I would like to report on the summer's activities and speculate on the coming year. During the summer two aerospace education workshops were conducted for Montana teachers. Western Montana College and Eastern Montana College Cooperated with the Division of Aeronautics and the Office of the State Superintendent of Public Instruction in continuing such courses. Northern Montana College, due to budgetary pressure and borderline enrollment, has decided to offer such courses on alternating years. Bob Conklin of Butte directed the Western Montana College course and assembled a full and interesting program for his teacher-students. Highlights of the course included field trips to West Yellowstone and flight orientation. As in the past, much of the success of the Dillon course was due to the active support and enthusiasm of the pilots and Flight Service personnel at Dillon.

H. C. "Buzz" Christiansen in Billings had an equally enthusiastic group, which enjoyed field trips and flight orientation provided voluntarily by local pilots or provided by the Division of Aeronautics.

During the summer many of the

high school solo scholarship winners got started on their training. Fourteen such scholarships were awarded, one to the top student in each high school aviation education program which participated. This particular activity is quite popular with high school aviation students and is an area where other flying groups, the Montana Pilots Association and the Flying Farmers in particular, could very effectively become involved.

Last spring I gave several reports on the Soviet Union, especially in regard to aviation. During the coming months I would be happy to make any presentations which can be scheduled. Scheduling however, will undoubtedly be a problem.

In this my final official report to Montana aviation circles, I wish to express my appreciation for the opportunity to work for aviation education in Montana and to meet and work with such fine people as one encounters in Montana aviation. I am looking forward to continued exposure to you all, as I am by no means retiring my logbook.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Wayne Dkystra—Missoula
Clarence Houghton—Bozeman

PRIVATE

Robert Sanderson, Jr.—Billings
Dean Pruitt—Belle Creek
Paul Bunn—Chester
Leonard Cole—Livingston
Anthony Bevan—Swift Current, Sask.
Alfred Lienau—Sheridan
Frank Uhler—Martin City
Marvin Cline—Butte
Michael Thorsen—Great Falls

Steven Christensen—Missoula
Ralph Fesenden—Missoula
Bryan Imray—Grande Prairie, Alba.
Robert Fox—Bridgeport, Conn.
Thomas Smith—Whitefish
Russell Sartain—Great Falls
Susan Lassey—Great Falls
Lauren Hill—Devon
Mac McMarrell—Eureka
Donald Polington—Kremlin
Bruce McIntyre—Whitefish
Philip Beagles—Butte
Gerald Ryder—Bozeman
Goran Erickson—Forsheda, Sweden

COMMERCIAL

Michael Downing—Hardin
Donald Woodward—Lewistown
Clifford Cunningham (A S M E L)—
Glendive
Leslie Lorentzen (A S E S)—Douglas,
Alaska
Nancy Haggart (ASEL)—Great Falls
William Barry (ASEL)—Anaconda
Donald Blumfield (ASEL)—Great Falls
Joseph Schoener, Jr. (ASEL)—Bell-
mawr, N.J.
Dean Borchers (ASME L)—Great Falls
Jack Norbert (ASEL)—Calgary Alba.
Donald Lyon (ASEL)—Hamilton
Don Davis (ASES)—Kalispell
Allen Schultz (ASEL)—Libby
Melvyn Mellem (CRH)—Libby
Eugene Hufford (AMEL)—Great Falls
Robert Colby (ASES)—Kalispell

INSTRUMENT RATING

Gary Carlson—Billings
Gabriel Pearson—Oilmont
Robert Christensen—Ashton, Idaho
Donald Hankel—Missoula
Dirk Ibsen—Missoula
James Turcotte—East Helena
William Lepper—Great Falls
Charles Koehler—Santa Fe, N. M.

FLIGHT INSTRUCTOR

Steven Oglesby (Comm.)—Peerless
Martha Gaunce (Airplane)—Williston,
North Dakota
Melvin Willey (Airplane)—Great Falls

TYPE RATING

SK-58
Harold Smith—Helena
L-SP-2H
Raymond Green—Missoula

DH-4

John Olson—Great Falls

AIRFRAME MECHANIC

David Turk—Missoula

Justin Ferguson—Big Timber

Clifford Lincoln—Bozeman

POWERPLANT MECHANIC

James Marks—St. Ignatius

PARACHUTE RIGGER

Conald Clarke—Evaro (Master)

James Walker—Great Falls (Master)

James Ledbetter—Great Falls
(Senior)

William Newmeister—West Chicago,
Ill. (Senior)

FAA INSPECTOR'S CORNER



By **GEORGE B. BATCHELDER, JR.**
Accident Prevention Specialist
GADO No. 1, Billings

"SO LONG—

IT'S BEEN GOOD TO KNOW YOU"

This will be the last opportunity to visit with you before leaving for a new assignment in Salt Lake City. While all moves cause reflections, this move is particularly difficult because of the wonderful people and cooperation here in Montana.

There is not enough space to list the individuals who have helped in the arrangements of seminars, meetings, and get-togethers for the purpose of safety. The hangars of the Montana Pilots' Association have provided complete cooperation. A program has been started that now promises to bear fruit. Our accident rate is down and we shall do better. There is no doubt the attitude and common sense displayed by most Montana pilots have reduced fatalities in the past two years.

There are still problem areas which require the continued help of the Accident Prevention Counselors and the collective efforts of the various hangars. The two big problems that are of Montana concern are the "fender-bender" type accidents and the "professional" student pilots.

The new Accident Prevention Specialist is back in familiar territory in Montana and will be given the same wonderful help and cooperation as

shown to me in the past. A series of seminars are set for the 72-73 season which will follow the format of previous years. Pick a location convenient to you and attend. Arrange for a proficiency flight and satisfy yourself that your flying is as safe as it should and can be.

As a member of the MPA, I shall be back to the great state of Montana from time to time but in the

meantime I will expect Montana friends to stop by Salt Lake City for rest and refreshment on their way to Las Vegas.

* * * * *

The Board and the Division of Aeronautics are very sorry to see George Batchelder leave Montana. His cooperation with the Division of Aeronautics and understanding of Montana aviation has been outstanding. We know that the aviation community in Montana will certainly miss George's active cooperation and participation in safety seminars and related aviation activities.

We would like to take this opportunity to thank George Batchelder for a job well done.



TOWER

OPERATIONS

August, 1972

	Total Operations	Instrument Operations
Great Falls	8,556	1,167
Missoula	8,173	212
Billings	7,508	1,254
Helena	4,353	302



NEW APS AT BILLINGS GADO

Dale H. Uppinghouse is the new Accident Prevention Specialist at the Federal Aviation Administration, GADO #1 in Billings. Uppinghouse is replacing George S. Batchelder, Jr. who has been transferred to the FAA's Salt Lake City, Utah office.

Born in Spokane, Washington, Uppinghouse grew up and attended school in Great Falls, Montana.

Uppinghouse began flying in 1935 in Great Falls and first soloed in a Curtis Robin the same year. His civilian aviation background includes that of a fixed-base operator, Ag pilot, cloud-seeding pilot for hail suppression, and flight instructor. He holds an Airline Transport Pilot rating in single- and multi-engine land together with Flight Instructor rating.

A World War II veteran, Uppinghouse participated in the Sicilian, African and European Campaigns during his five years in the United States Army.

Uppinghouse joined the FAA in 1961 as an Operations Inspector in Salt Lake City. He became an Accident Prevention Specialist in 1971.

Uppinghouse is married to the former Louise Hathaway of Salt Lake City, another FAA employee.

FLY-IN BREAKFAST IN CIRCLE SEPT. 30

A fly-in breakfast will be held in the new 60 x 80 hangar at the Circle airport between 7 a.m. and 10 a.m., September 30, 1972. The breakfast is free to all pilots and passengers flying in for the event.

The fly-in is being sponsored by the Redwater Meadowlarks Hangar of the Montana Pilots' Association.

AIRPORT NOTES



By **WORTHIE M. RAUSCHER**
Deputy Administrator

MONTANA STATEWIDE AIRPORT DEVELOPMENT PLAN

The State of Montana Aeronautics Division of the Department of Intergovernmental Relations has received an allocation for federal grant in the amount of \$115,326 which will constitute two-thirds of the cost for a twenty year study of the needed airports development for the State of Montana. The study started July 25, 1972 and will be completed within 12 months.

The primary goals of the Montana Statewide Airport Development Plan will be: 1. To provide for the orderly and timely development of a system of airports adequate to meet the aeronautical and air transportation demand needs of Montana for a twenty year period. 2. To provide a framework for airport development programs consistent with short, intermediate, and long-range needs. 3. To provide a basis for coordination of airport plans with the planning by metropolitan and regional agencies in the areas of transportation, land use, economic development, and resources utilization. 4. To inform national and local political, industrial, and individual interests of airport facility requirements. 5. To provide a document for use at the local level in: (a) preliminary planning, (b) master planning, (c) detail planning, (d) estimating costs of development. 6. To make possible long-range coordination of airport development in three phases, 1977, 1982, and 1990. 7. To identify general locations of all airports by type and size, that will be required to make air transportation reasonably accessible to all communities in Montana. 8. To provide for the orderly allocation of land for airport purposes.

9. To minimize airport-related environmental problems.

The study is being conducted by Knoerle, Bender and Stone, Inc., and Airways Engineering, Inc. (a joint venture). Co-operation by Airport managers, boards and commissions, fixed base operators and pilots will be sincerely appreciated. The information you have about the various airports presently comprising Montana's system of airports is vital to the accuracy of our study.

Mr. Marion Maxfield, project manager for our consultant, will be on the Montana Airport Manager Associations' program during the annual meeting to be held in Billings on September 28 and 29, 1972 to discuss the participation by the Airport Managers in the study. MANAGERS, please do not miss this opportunity to meet with each other, the Division of Aeronautics, and the consultant who is charged with defining how each airport (including yours) will fit into the system of airports serving Montana for the next 20 years.

1973 FEDERAL AIRPORT FUNDING

The State of Montana has been allocated \$2,475,150 under the Airport and Airways Development Program of the Federal Aviation Administration for fiscal year 1973. Fiscal year 1973 is the third year whereby ADAP funds have been provided to the states and municipalities under the Airport and Airways Development Act of 1970. The federal funds are allocated to the states in the amounts of \$250,000,000 for air carrier and reliever airports and \$30,000,000 for general aviation airports. The State of Montana's share, based on states — area/population ratios, is 2.16531% of the available funds for both the air carrier and the general aviation airport construction projects. In addition, each air carrier airport in the state receives funds based on the ratio of enplaned passengers to the total of all enplaned passengers in the United States.

The Act provides that the funds appropriated by state, are available for use by airports in the state for a two year period and the funds de-

signated for individual airports through the enplaned passenger formula are available for three years. During the first two fiscal years of the program, the Montana Communities have utilized the air carrier portion of the funds for development. However, the general aviation funds in the amount of \$354,721 have been lost to our state and will be used as part of a "discretionary fund," hence available to the larger states and larger airports which can generate adequate matching monies. The following table indicates the status of the previous two fiscal years and the present fiscal year. Between now and July 1, 1973 the state has \$3,822,776 available for airport development. This amount, if totally utilized, would represent 52.98% of the total potential airport development projects eligible within our state. Our problem remains that we cannot generate the 47.02% matching monies to accomplish the needed airport development within our state.

ADAP FUNDING Air Carrier Airports

Fy 71.....	All funds expended.
FY 72....	Carry over..... 917,446
FY 73....	Allocation 1,750,307
	Sub total \$2,667,753
FY 73....	Enplanement 249,392
Total available	
	FY 73.....\$2,917,145

General Aviation Airports

FY 71....	Funds lost (354,721)
FY 72....	Carry over 428,180
FY 73....	Allocation 477,451
Total available	
	FY 73.....\$ 905,631
Total funding available	
Air Carrier & General	
Aviation FY 73.....\$3,822,776	

The total funds expended in Montana under the ADAP program during fiscal years '71 and '72 were approximately \$2,500,000. It appears that by the end of fiscal year 1973 we will be losing a larger portion of our federally allocated monies, not because the airport construction is

not needed, rather because we cannot generate the matching monies.

The funds generated under the Airport and Airways Development of 1970 are truly "user funds" that is, funds derived through aviation fuel tax, and a registration fee on all civil aircraft. The aviation users in Montana generate in excess of \$4,500,000 each year. Since the act is nationwide generating several times over the amount of funds being allocated to the states, it would appear logical that the federal participation percentage must be increased as well as broadening the scope of eligible construction items included. Aviation organizations and the various states all support increasing the federal participation to 75% and including terminal buildings on a 50/50 basis within the act. The one major objector to this change in the act is the Federal Aviation Administration. Since the fund is growing at a tremendous rate, the reasons for their objections are not apparent. As a "user" please let your feelings be known.

MPA MOUNTAIN FLYING SCHOOL IN LINCOLN SEPT: 29 & 30

The Montana Pilots' Association will sponsor a mountain flying school in Lincoln, September 29 and 30, 1972. The school will be the special feature of the MPA's annual Fall Fly-In. Headquarters for the fly-in and school will be the 7-Up Ranch in Lincoln.

The ground school portion of the school will be conducted by Jack Wilson, Division of Aeronautics, Helena and Chet Moulton, former Director of the Idaho Department of Aeronautics. The flight schedule for Saturday's flying will be set up at the conclusion of the ground school Friday night.

The tentative schedule of events is as follows:

Friday, September 29—

4 pm—Board of Directors meeting.

evening—Ground school with film and speakers.

Saturday, September 30—

morning—Actual mountain flying
—licensed pilots and experienced mountain pi-

lots will be available to fly with school participants.

evening—Banquet and dance.
Speaker will be Chet Moulton.



LETTER TO AIRMEN

By Ludwig G. Hodge
Chief, Helena
Combined Station/Tower

A revised procedure was started at Helena Airport on July 1, 1972. We hope that a cooperative effort on the part of all pilots will help to improve the degree of safety in our airport environment. Furthermore, this program is designed to provide noise relief to our airport neighbors. A recent near midair collision study indicates that the most hazardous mix of controlled and uncontrolled aircraft occurs in terminal areas. The largest concentration of aircraft occurs within a radius of approximately 15 miles of the airport and at altitudes up to the including 4,000 feet.

This revised procedure is intended to reduce, as much as possible, the exposure of high performance airplanes to uncontrolled aircraft. To the extent possible, inbound IFR airplanes will be kept at 10,000 MSL or higher until a normal rate of descent can be started which termi-

nates in a landing. Normally, departing IFR turbojets will climb on the 315 degree radial of the HLN VOR. They will climb to the highest altitude filed by the pilot as soon as possible.

We hope that pilot cooperation will help us, in some measure, segregate turbojet airplanes from the uncontrolled aircraft. The procedure has been established for instrument approaches, but should work equally well for aircraft operating VFR. Normally the high performance airplanes

will follow these prescribed flight paths, and if the uncontrolled aircraft avoid these areas as much as possible, exposure will be reduced. Reduction of exposure would improve safety, which is the primary concern of all of us. We solicit your cooperation in making these procedures work so that total effectiveness may be realized.

Above is a chart of the local area depicting the established descent area for the Helena airport.

ANNUAL MAMA MEETING

BILLING, SEPT. 28 & 29

The Montana Airport Manager's Association annual meeting will be held at the War Bonnett Motel in Billings, September 28 and 29, 1972.

The meeting will be handled a little different than in the past. It will be more or less a plain work session. The meeting will commence at 1:00 p.m. on the 28th, to run until approximately 4:30 p.m., with a cocktail party and banquet to follow in the evening. The meeting will commence again at 9:00 a.m. on the 29th, break for lunch and try to adjourn by 4:00 p.m. The program is not complete as yet, but the highlights are as follows:

The Division of Aeronautics will give details on present and future loans and grants. Knoerle, Bender,

Stone and Associates, Engineering Consultants, who are doing a state-wide study of aviation activities in Montana, will give a report. The Aeronautics will also report on what their participation will be as far as Security (107) and Certification (109), outlining what their state-wide crash, fire and rescue training course will consist of in Helena on October 16. The Federal Aviation Administration, Denver Region, will take part in the meeting on Security and also Certification. There is also a strong possibility that the Airport security Branch will have a confidential session at the meeting. The FAA also will bring everyone up to date regarding ADAP.

Reservations for the meeting should be made directly with the War Bonnett Motel in Billings.

BUTTE AIRPORT

TO BE DEDICATED OCT. 8

The Silver Bow County Airport will formally become the Bert Mooney-Silver Bow County Airport October 8, 1972.

The program is being presented by the Silver Bow County Airport Commission. Commission Chairman Dr. Harvey L. Casebeer will be the featured speaker.

A tentative schedule of the day's events include:

Fly-in breakfast—7am to 10am.

Skydiving—10am and 2:45pm.

Aerobatic display by Al Newby, Bozeman—11am and 2pm.

Formal dedication—1pm to 1:30pm.

In addition, radio-controlled airplane models will be exhibited and the Montana Air National Guard will perform in a fly-by salute.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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Helena, Montana 59601



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